

CORNWALL ROAD, RUISLIP - PETITION SUPPORTING THE INSTALLATION OF "SPEED BUMPS".

Cabinet Member(s)	Cllr Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation & Recycling
Officer Contact(s)	Caroline Haywood Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received supporting the installation of "speed bumps" in Cornwall Road, Ruislip.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	There are no financial implications in relation to the recommendations to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Manor

2. RECOMMENDATION

That the Cabinet Member:

1. Considers the petitioners' request and discusses with them in detail their concerns regarding the traffic calming measures.
2. Notes the previous consultations on various options and the nature of the concerns that were raised by residents.
3. Notes that a scheme has been developed to introduce two traffic islands and one pedestrian refuge in Cornwall Road.
4. Considers whether the scheme as currently proposed could form the first phase of traffic calming in Cornwall Road.
5. Considers instructing officers to undertake a further traffic survey in the future should the currently proposed scheme be implemented, in order to allow an appraisal of a case for any further measures.

Cabinet Member Report - 18 March 2015

Part 1 - Members, Public and Press

Reasons for recommendation

To allow the Cabinet Member to discuss in detail matters raised above with petitioners.

Alternative options considered / risk management

These can be identified from the proposed detailed discussions with the petitioners.

Policy Overview Committee comments

None at this stage.

6. INFORMATION

Supporting Information

1 The Council has received a petition containing 34 signatures from residents of Cornwall Road. In an accompanying letter attached to the petition the lead petitioner states "*This letter is in support of our continuous communication with regards to installation of speed bumps on Cornwall Road, HA4, Ruislip Manor. Further to previous suggestions from Cllr Michael Markham we the residents of Cornwall Road have carried out a petition in agreement with the speed bumps being installed on our road. Enclosed you will find this petition which has been signed by a total of 34 individual residents. I trust this is in accordance with your advice of 20 or more signatures required. Also, we are expecting this is sufficient onto further positive progression towards reducing the speeding on our road which is a concern at the moment for all Cornwall Road residents.*"

2 Cornwall Road is a residential road within Manor Ward and connects Victoria Road with West End Road, two of the main north to south routes in this part of the Borough. Vehicles are currently allowed to park both sides of the road and parking is busiest at the Victoria Road end of Cornwall Road, due to the proximity of Ruislip Manor shopping parade and the London Underground Station. There is also a 7ft width restriction where Cornwall Road meets West End Road, which restricts access to larger vehicles. The carriageway in Cornwall Road is approximately 9 metres wide with approximately 2.5 metre wide footways and 2 metre wide grass verges either side; a plan of the area is shown on Appendix A.

3 The Council originally received a request through the Road Safety Programme for measures to reduce vehicle speed in Cornwall Road. As a consequence, a detailed investigation took place, including the undertaking of a 24 hour / 7 day speed survey.

4 The results of the survey showed that the majority of vehicles were travelling between 31 and 36 mph. The 85% percentile speed Northbound was 34 mph; while southbound it was 37mph. The table below shows the percentage of the total number of vehicles travelling above 35 mph.

	Total Vehicles (both directions)	Number of vehicles above 35mph	% of vehicles above 35mph
Sat	5,311	556	10.5%
Sun	4,425	457	10.3%
Mon	5,217	702	13.5%
Tues	5,386	788	14.6%
Wed	5,330	711	13.3%
Thurs	5,253	788	15.0%
Fri	5,644	780	13.8%

This shows that more than 10% of the total vehicles are exceeding the 30mph speed limit. The Cabinet Member will be aware that the 85th percentile speed is the speed at or below which 85% of traffic is found to travel and is the standard statistical tool used by traffic engineers to assess speed trends overall.

6 In view of these results, it was agreed by the Cabinet Member to develop proposals which would address vehicle speeds. A proposal for raised tables along the length of Cornwall Road was developed which would help address vehicle speeds, but at the same time, still allow optimum parking for residents. The proposal was agreed in principle by the Cabinet Member and two local Ward Councillors. The residents of Cornwall Road were informally consulted on the proposed speed tables. Of those who responded, a majority expressed support for the scheme, however there were many valid concerns, including about the locations of the proposed speed tables and how those affected would access their driveways. The results were shared with the Cabinet Member and Ward Councillors and it was agreed not to proceed with this proposal but to investigate further options in light of the concerns raised.

8 An alternative proposal for two pedestrian refuges and two traffic islands was subsequently developed and was agreed in principle by the Cabinet Member and two local Ward Councillors. Cornwall Road residents were then informally re-consulted on the revised proposed for two pedestrian refuges and two traffic islands. Whilst many of those who responded expressed support for the scheme, however, again there were concerns from a number of residents, most of whom were specifically concerned about the restriction on the availability of on-street parking that the islands would cause and the restricted access to private driveways. The results were shared with the Cabinet Member and Ward Councillors and it was agreed not to proceed with this proposal but for a site visit to take place with Ward Councillors in order to explore and refine options.

9 As a result of this, a further proposal for two pedestrian refuges and two traffic islands was proposed and following more detailed investigation it was agreed to re-consult only the most directly affected residents on a proposal for one pedestrian refuge and two traffic islands on Cornwall Road. In this more limited consultation (i.e. focused only on those directly affected) the response was 50:50 for and against.

10 There has been one personal injury accident reported to the Police in the last 36 months and in addition to this one other damage-only accident that was reported by residents. The Police reported accident was in June 2012 at the junction of Cornwall Road with Seaton Gardens. The driver failed to look properly when turning right out of Seaton Gardens into the path of an oncoming motorcycle which was in the process of overtaking a parked car. The other accident reported by residents occurred in January 2013, adjacent to No 44 Cornwall Road, when a car struck a parked car.

11 Following discussions with the local Ward Councillors and the Cabinet Member, it was agreed the proposal for one pedestrian refuge and two traffic islands was probably the best option in the short term to positively address residents' concerns about vehicle speeds. It would be possible to subsequently undertake a further speed survey after the measures have been introduced to see how effective they have been and to allow Members to consider whether any further traffic calming may be justified.

12 It is suggested therefore that the Cabinet Member discusses with the petitioners their specific road safety concerns and establishes if there is sufficient support to warrant further progression of the existing proposals.

Financial Implications

There are none associated with the recommendations to this report, as feasibility studies can be undertaken with in house resources. . Release of funding was approved in February 2015 for £20k from the Road Safety capital programme for the scheme to install a new pedestrian refuge, dropped kerbs, tactile paving to improve pedestrian crossing facilities and the installation of two traffic islands to help reduce vehicle speeds and accident risk. However, if the Cabinet Member subsequently considers the introduction of any additional measures suitable funding will need to be identified.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The recommendations will identify the extent of the petitioners concerns and look at possible solutions to mitigate these.

Consultation Carried Out or Required

Consultation has been carried out on this proposal through a notice on site and in the local press. Local Ward Councillors have also been consulted.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs that there are no direct financial implications associated with the recommendations outlined above to consider and discuss with petitioners road safety measures in Cornwall Road. As mentioned in the financial implications a traffic calming scheme has been developed for the location, which has received capital release, however recommended works will not commence until discussions with local petitioners have taken place. Additional road safety measures in light of discussions with petitioners will be subject to usual capital release procedures.

Legal

There are no special legal implications for the proposal, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a

formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider consultation.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered at that time.

Corporate Property and Construction

There are no property implications resulting from the recommendations set out in this report.

6. BACKGROUND PAPERS

Nil.